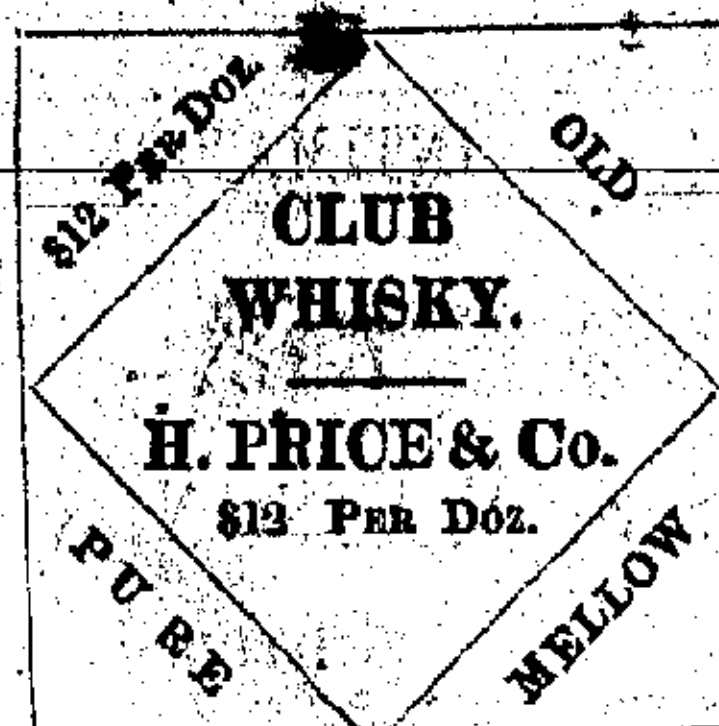


JUBILEE
PILSENER BEER
IN BOTTLES
Per Case of 4 doz. Qts. \$18.00
6 doz. Pils. \$18.00
SOLE AGENTS—
H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857



No. 13,444 號第千第百第千零壹第 日五十月式年柒十二緒光 HONGKONG, MONDAY, APRIL 15TH, 1901. 壹拜禮 號柒十月肆年壹零九千壹英港香 PRICE, \$2½ PER MONTH

A SPECIALITY. CHAMPAGNE.

JULES MUMM.
SEC AND EXTRA SEC.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brand to Hongkong
for over half a century.
Apply to G. O. ANDERSON,
Hongkong, 1st January, 1901.

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.
This World-famous
FINE OLD HIGHLAND WHISKY SHIPPED
BY CUTLER, PALMER & CO. is
obtainable in Hongkong only of
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.
Price \$10.75 per Dozen

Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM- WAY COMPANY LIMITED.

TIME TABLE
WEEK DAYS
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
NIGHT CARS
8.45 p.m. & 9 p.m. 9.45 & 11.15 p.m. very 1 hour.
SUNDAYS
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Enamelling a specialty.
J. McKIBBY & CO.
43 & 45, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

WILLIAM MACLEOD, D.D.S.
DENTIST.
BRACONFIELD ARCADE.
(Opposite Hongkong & Shanghai Bank)
Hongkong, 10th November, 1900.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 57½ lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

ANOTHER FINE COGNAC, \$16.75 per doz.
The old than the above.

THE ELITE OF WHISKY—
THE "PALL MALL,"
\$20 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

EXTRA SPECIAL FINEST LIQUEUR WHISKY.

A BLEND COMPOSED OF THE FINEST PRODUCTS OF
HIGHLAND DISTILLERIES, WELL MATURED IN SHERRY
CASKS IN BOND. POPULAR BOTH AT HOME AND IN THE
FAR EAST.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.

15, Queen's Road,
Hongkong, 10th April, 1901.

COTTAM & CO.

HAVE JUST RECEIVED—
STRAW BOATING HATS,
SUMMER PYJAMAS, INDIA GAUZE UNDERWEAR, BATH GOWNS, SHIRTS,
COLLARS, &c. &c.

STOP THE SPREAD OF PLAGUE AND CHOLERA, AND ALL CONTAGIOUS DISEASES.

ESSET'S FLUID, THE WORLD-RENOUNDED NON-POISONOUS DISINFECTANT.
CAN BE USED WITH GREAT ECONOMY.
One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING
RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per Gallon.
SOLE CONSIGNEES—

WATKINS, LIMITED,

FACTORY—
MASON'S LANE.
APOTHECARIES HALL,
66, QUEEN'S ROAD CENTRAL.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN. A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

LANE, CRAWFORD & CO.

GROCERIES AND PROVISIONS
of all kinds imported direct from Cross and Blackwell, Lazenby, Barnes, &c. MONTHLY.
Freshness guaranteed.
WINES and SPIRITS of Best Quality only.
SPECIAL AGENTS FOR
Avalos CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend
WHISKY, Napier Johnston's Square Bottle WHISKY.
MANAGERS FOR
Hongkong and China STEAM BAKERY.
English, French, Twisted, COTTAGE and WHEATEN BREAD.
CAKES Freshly made daily.
BISCUITS of all kinds.
WEDDING CAKES a specialty.
N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy Valley.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or
frictionless. Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
"METALLIC" BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
DODWELL & CO. LIMITED, General Manager

W. BREWER & CO.

REDUCTION IN PRICES OF SURPLUS
STOCK FOR A FEW DAYS.

JUVENILE BOOKS.
Girls' Own Annual ... \$4.50 reduced to \$3.50.
Young England, Volume 3 ... 2.25
Tattle Folks ... 2.25
Sunday ... 1.85
The League of Lady-
smith, Choice Illustra-
tions ... 2.25
From Aldershot to Pre-
toria, by Rev. W. E.
Sellers ... 2.25
A Cruise in Cloud-land,
by Frith ... 1.00
Cienfuegos: A Girl's Story,
of Herself, by Mulhol-
land ... 2.00
Arthur's Inheritance, by
Leslie ... 1.75
A Trek and a Laager, by
Spettigue ... 2.00

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

KELLY & WALSH, LD.

NEW BOOKS BY LAST MAIL.
Lime, Mortar and Cement: Their Char-
acteristics and Analyses. Artificial
Stone, Asphalt, by W. J. Diddin ... \$3.00
Electrical Testing, by G. D. A. ... 5.00
Regimental Records of the British
Army: Titles, Campaigns, Honours,
Uniforms, Badges, Nick-
names, &c., by J. S. Farmer ... 6.50
Encyclopedia of Games, Full Code of
Laws, Illus. Hands, Doctrine of
Chances, &c., by R. F. Foster ... 4.50
Fifty High-Class Illustrated Card
Tricks, by H. Thurston ... 1.75
The Invaders, by Louis Tracy ... 1.50
Capetown to Ladysmith, by Stevens
With Kitchener to Khartoum, by
Stevens ... 1.50
The Living Races of Mankind, Vol. I.
600 Illustrations ... 5.00
The Daily Mail Year Book ... 70
Robert's Billiards for Beginners ... 1.50
Anno Maris, by A. Ridley ... 1.50
First on the Antarctic Continent (British
Expedition, 1898-1900), by C. E.
Borchgrevink, 186 Illustrations and
Maps ... 6.50
The Ship's Adventure, by W. Clark
Russell ... 1.50
A Strange Wooing, by R. Marsh ... 1.50

BURGUNDIES FORTIER-PICARD & CO., BEAUNE.

BEAUNE ... 8.00
CHAMBERTIN ... 12.00
POMMARD ... 12.00
NUITS ... 14.00
VOLVAY ... 14.00
CHAMBERTIN (GRAND VIN) ... 30.00
RED SPARKLING BURGUNDY (EXTRA DRY) ... 30.00
CHARLIS (WHITE) ... 16.00
Apply to—
G. GIRAULT.

THE ROBINSON PIANO CO., LIMITED.

Best Value in
PIANOS.
Monthly Payment System.
TUNING.
REPAIRS.
Our Specialty.
INSTRUMENTS.
STRINGS.
MUSIC.

Grand Stock reduced to Clear for Summer.
Hongkong, 14th March, 1901.

MACHINERY

Engines, Boilers, Pumps,
Wood Working and Iron Working Machinery.
Saw Mills and Saw Mill Supplies.
Sugar and Rice Mill Machinery.
Mining and Milling Machinery.
Write for Catalogue and Prices of what you require.
PARKE & LACY CO., 21 and 23, Fremont
Street, San Francisco, Cal., U.S.A.

INSURANCE

THE STANDARD LIFE OFFICE.
(ESTABLISHED 1855).
THE Standard is the only British Life Office
having a Local Board of Directors in
the Far East, with full powers to accept pro-
posals, issue Policies, pay Surrenders, and ad-
vance loans ON THE SPOT WITHOUT RE-
FERENCE HOME. All kinds of Life
Assurance and Annuity Business transacted.
For Rates and all Particulars, apply to—
DODWELL & CO., LD., Agents.
Hongkong, 12th February, 1901. [1-a668]

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, Proprietor.
J. H. DOWNS, Manager.
Hongkong, 8th September, 1900.

HING KEE HOTEL MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRATA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [1919]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.
J. W. KEW,
Manager.
20, Des Vaux Road.
Hongkong, 18th December, 1900.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

C.M.S. House, West Point, Hongkong,

12th April.

Sir,—In your issue of this morning, commenting upon the situation in China, you say "no more violent principles have ever been upheld by Western arms in China than this, that the life of a foreigner is sacred, and must be paid for in money or land for his country's benefit." Most right thinking people will agree with you in this, and I should also strongly disapprove of a Missionary Society making profit out of the death of any of its agents in China.

In a preceding paragraph you venture to assert that a charge of this kind can be justly made against some societies at work in China. Your remarks for saying so are doubtless known to yourself, and you consider them sufficient for the statement.

Will you allow me to speak for the Church Missionary Society, and refer to its action in connection with the terrible tragedy which took place at Hwa Saag in the Fokien Province in August, 1895, when the Rev. B. W. Stewart and Mrs. Stewart and their companions were murdered? In the Society's official record (P. 387, Vol. IV, History of the C.M.S.) it is thus referred to and the conduct of the Society summarised:

"When Lord Salisbury inquired of the C.M.S. and C.B.M.S. what compensation he was to press for on account of the Hwa Saag massacre both Societies replied that they would accept none. Any money paid might have been regarded in China as an indemnity for the lives of the missionaries, and both committees were anxious to avoid even the appearance of violence. In due course Lord Salisbury wrote to the C.M.S. that the Chinese authorities were much impressed by the high-minded attitude of the Societies."

The Tangu Yamen, informed Sir Claude Macdonald, the British Minister, that the refusal to accept compensation commanded the Yamen's profound respect and esteem, and that every effort would be made to prevent future disturbances."

I hope, Sir, that your readers will understand that your remarks do not refer to the Church Missionary Society. I am, yours, etc.,

W. BANISTER,

Secretary, Church Missionary Society.

FOOD COMMISSION.

The following report is published in the *Gazette*, signed by Messrs. E. Osborne, A. M. Marshall, F. Maitland, Fung Wa Chun, and (Dr.) W. Hartigan—

(1) A number of meetings were held, witnesses examined, and a mass of information obtained from Steamship Lines, Hotels, the Gas, the Government Civil Hospital, Military Authorities, and other sources.

(2) An advertisement asking information from householders was inserted in the local papers, to which 3 persons (ladies) replied.

(3) The following table shows the percentage of rise in the wholesale and retail prices in 5 years—

Articles.	Wholesale.	Retail.
Beard...	13 per cent.	50 "
Beef...	33 "	33 "
Butter...	25 "	45 "
Eggs...	50 "	80 "
Fowls...	40 "	40 "
Ducks...	50 "	50 "
Potatoes...	25 "	50 "
Firewood...	90 "	95 "
Ground Nut Oil...	110 "	100 "
Rice...	33 "	33 "

(4) Beyond natural fluctuations of supply and demand, the main causes of this increase have been—

(a) Depreciation of Silver.
(b) Increased Cost of Rice.
(c) West River Piracy.
(d) Increased Rent.
(e) Enforcement of Sanitary Laws.

(5) The augmentation of the Military and Naval forces in Hongkong and Manila has contributed towards a rise in certain commodities, as the sources of supply are limited and take time to accommodate themselves to the increased demand.

(6) Whilst it is difficult by means of direct evidence to prove that a combination exist with the object of keeping up the price of meat, the fact that practically the whole supply is in the hands of two men, whose knowledge, being supported by a syndicate and from whom other market interlopers must tend to crush other individual effort and enterprise, give them a monopoly, and enable them to regulate prices as they please. The fact also that the two individuals put forward as owners of this large business in a trade which has a world-wide reputation for being most lucrative, swore they have been losing money in it during three consecutive years, and that during the whole course of their examination they were manifestly preventing and concealing the truth, makes all evidence on this point most unreliable.

(7) We consider that market rates are not excessive (except in particularly choice situations) and have not contributed to the increase. At the same time we regard rents as a tax on food, and think they should be kept as low as possible.

(8) Our enquiries have failed to suggest any practical remedies of real value, and bearing in mind the many objections there are to legislative interference in trade affairs, we can only make the following recommendations—

(a) That increased Market accommodation be provided and, meanwhile, in order to relieve pressure on existing Markets, that fruit and vegetables be sold outside in licensed shops.

(b) That Markets be used for the sale of perishable food only. Biscuits, Hams, Tinned Meat, Jams and such like stores should not be sold in Markets, as the letting of stalls for such purposes tends to crowd out the legitimate vendors of fresh produce.

(c) That further endeavours be made to stamp out piracy.

(d) The chapering of rents by opening new building areas with means of conveyance by tramways and ferries.

(e) The reduction of Market rents to such level as will provide just sufficient funds to

cover interest on capital and working expenses. Markets should not be a source of profit.

(f) The encouragement of foreign ladies to make their own purchases by leaving the Markets kept clean and by clearing the passages of loafers.

(g) We recommend that an attempt be made to encourage the villagers of the New Territory to breed cattle by providing them with funds for the purchase of stock (to be repaid when the animal is brought to market) or with heifers from a Government stockyard.

(h) We also recommend that an attempt be made to induce them to grow vegetables and rear poultry, and suggest that attached to each Police Station should be a European gardener whose business, assisted by Chinese, it would be to cultivate vegetables as an object lesson to surrounding natives and to provide them with seed imported by Government.

(i) We specially recommend that trials be made in the New Territory (Shatin Valley for instance) in growing Potatoes.

The best Potatoes sold in Hongkong are those grown at Macao, and it does not appear unreasonable to suppose that what will grow near Macao will grow equally well in the New Territory.

(j) We desire to state in conclusion that the delay in the publication of the food commission report has been due to the Chairman of the commission being unable to afford the time for the presentation of the enquiry and the preparation of the report.

THE GREEN ISLAND CEMENT COMPANY LIMITED.

The twelfth ordinary annual meeting of shareholders of the Green Island Cement Co., Limited, was held on Saturday at eleven o'clock. Mr. R. Shawan, chairman, presided, and the other gentlemen present were—Messrs. H. C. P. Chater, C.M.G., D. Gillies, C. Evans (consulting committee), A. Babinington, R. K. Leigh, R. C. Wilcox, T. H. Reid, Fung Wa Chun, and Sui Un.

The Chairman said—Gentlemen, printed copies of the Report and Accounts have been in your hands for some days past, so if you have no objection, we will dispense with reading them now. A profit of about \$111,000, as against \$70,000 last year, is satisfactory, but our Dividend appears smaller as it has to be paid on the much larger capital of nearly \$1,000,000. We had the benefit last year of the first installation at Hok Un, though not to its full extent, while the second installation, for which fresh capital was subscribed by you, a year ago, will not, owing to the difficulty of getting machinery made at home in anything like reasonable time, be in a position to turn out any cement before next July at the earliest, and when everything is ready, it takes so long to train and educate the burners and other men for their special work that it will be at least another year before the last kiln is burning. You will consequently understand that, although we are paying a dividend this year on a capital of roughly \$1,000,000 at least \$250,000 of this has been quite unproductive. Under these circumstances, I think that shareholders should find the report a satisfactory one, and I feel sure we may look forward with confidence to the future of the Company. Our new kilns have continued to give us more and more satisfaction, their output this year having been considerably beyond our highest estimate, and the quality of the cement itself is now admitted to be of the highest, and no better proof of this can I think, be given than the fact that the builders of the new Admiralty Dock have made a contract with us and are using the cement freely under the most severe test conditions as to tensile strength, &c. As for markets, we would not of course have recommended the fresh extension at Hok Un had we felt any doubt on this subject, nor do we feel any now. We are selling to-day all we can make, and could sell more, and if we may at first have to accept lower prices in order to get on our new market and dispose of our increased production, we shall not have to do so long. In this Colony, I am glad to say we have pretty well overcome the competition of cheap cement from home, and I have no doubt it is only a question of a little time before our friends, elsewhere, will appreciate the advantages of using a bona fide Portland Cement of the best quality, in place of local grade Japanese and other kinds. At Macao, we have succeeded in adding a few improvements, but our limit of output has been reached, and except in the way of economising the cost of making, there is little more that we can do there. At Hok Un, in spite of troubles which are all in the day's work, we have made steady progress, and much credit should be given to our Managers there for the way in which they have overcome the difficulties they have had to encounter in training raw hands for the peculiar work required at the kilns, etc. At Deep Water Bay, we have gone on pulling down the old brick and pipe kilns and replacing them by larger and more economical ones, and, although on a moderate scale, the result is certainly satisfactory. The question of labour has given us some trouble; the cost of living, as you know, has risen greatly in the Colony of late, and it has been impossible for us to keep our best men by us without increasing their pay, and of course higher wages means greater cost of production. It is only a case of supply and demand, but in spite of those gentlemen who write and talk so glibly of China's teeming millions, I cannot see that, in this Colony at any rate, the supply of labour is at all keeping pace with the demand. Turning to the Accounts, there is nothing that I can see that requires explanation, but I may remark that we have no larger any credit balance at our Bankers, recent payments on account of the new extension at Hok Un having absorbed it all, and left a balance on the other side, which will be made still larger when our Dividend of nearly \$80,000 is paid. Before moving the adoption of the report and accounts, I shall be pleased to answer any question from shareholders.

No questions being asked, on the motion of the Chairman, seconded by Mr. Leigh, the report and accounts, as presented, were adopted and passed.

Mr. Wilcox proposed, and Mr. Fung Wa Chun seconded, that the following gentlemen be re-elected the Consulting Committee, viz:—Messrs. Chater, Evans, Dickson, and Gillies.

Carried.

Messrs. F. Henderson and W. H. Potts, who audited the accounts last year, were re-elected for the ensuing year, on the motion of Mr. Reid, seconded by Mr. Chater.

The Chairman—That is all the business gentlemen. I am much obliged to you for your attendance. Dividend warrants will be ready on Monday.

3,007 NEWSPAPER RECOMMENDATIONS.
MACNIVEN & CAMERON'S PENS.
THE WATSON PEN, for Easy Writing.
THE FINEST SCOTCHMAN PEN, instead of a Quill.
THE FINEST J. WRITES 200 words per day.
2499-1] WATSON'S WRITING INSTRUMENTS.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

A statutory meeting of the above Company was held at the offices of the General Managers, Messrs. Shawan, Tomes & Co., on Saturday morning. There were present, Messrs. R. Shawan (chairman), D. Gillies, Fung Wah Chun, A. Babinington, A. Reid, J. M. McKerrrie, and J. Dunn (secretary).

The notice convening the meeting having been read,

The CHAIRMAN said—This Company was, as all are aware, registered on the 25th of January, and this meeting is therefore held in accordance with the law which requires us to hold a meeting of shareholders within four months from that date. Electric Light Companies require as a rule rather a long time to grow to fruition, so much time being necessarily consumed in making the installation, but as regards Canton, we are fortunate in that respect, as we took over a going concern there. It is true it was not going very well then, but I am pleased to say that things are different now. We had, of course, to make drastic changes from the former Chinese regime, and much time was, of course, lost in doing this and getting fresh supplies of material, etc., from home. These latter have now arrived, and we shall be kept busy for some time to come, in fitting up further installations for the new orders we have in hand, both on Shamone and in the Chinese city of Canton. On Shamone the lighting is, of course, on a limited scale, but in the city there seems every prospect of our doing a large and growing business, as in consequence of the fear of fire, which very naturally haunts the minds of the shopkeepers, etc., in that crowded town, the Electric Light is growing in popularity every day.

To such people as the proprietors of theatres, restaurants, flower-boats, etc., and to all those in trades which require late hours, the advantages of our light over kerosene are obvious; but Chinese like, they were time in the endeavor to drive a bargain and beat down our prices. The demand from such sources in a city like Canton should be very great, and produce a good revenue to the Company when all the necessary poles, wires and installations are complete. I may mention that the Company now derives a steady income from contracts to supply water and fire-extinguishing apparatus to various districts of the city in the event of fires, and this is a branch of our business that, with time and a little expenditure of capital, we think can be enlarged considerably. At Kowloon, or rather at Hungkong, we are not in such a good position, as our station is only in course of erection there, and at the rate of progress, common to most builders and contractors just now, it is impossible to say when the period of production over there will be reached. We hope, however, that from six to eight months will see us in a position to supply electric light to that part of the Colony, and when that time arrives we have every reason to believe that we shall find a good demand for the light. I have, of course, no accounts to lay before you, but I may say that the capital of \$200,000 has been subscribed, and with a few trifling exceptions, paid up. That is all that comes to me to say at present, but if any of you have any questions to ask, I shall endeavor to answer them to the best of my ability.

There were no questions, the chairman thanked those attending, and the meeting came to an end.

CHINA BORNEO COMPANY, LD.

The second ordinary yearly meeting of shareholders was held at the offices of the General Managers, Messrs. Shawan, Tomes & Co., on Saturday, 14th April. Mr. G. Wood, chairman, presided, and there were present the Hon. C. P. Chater, C.M.G., Mr. E. Osborne (consulting committee), and Messrs. C. S. Sharp, W. Parkins, W. H. Wickham, O. Baptista, and J. Wheeler, manager.

The notice calling the meeting having been read,

The CHAIRMAN said—Gentlemen, the report and accounts have now been in your hands for some days, and I presume there is no objection to their being taken as read. The Company's operations during the year, notwithstanding the troubles in North China, which interfered with local demand for some months, show a very satisfactory result, and we hope you will approve our recommendations as to the disposal of the sum at credit of profit and interest of \$2,183,900, as you are aware, the result of two years' working, and we have recommended the somewhat large dividend of 25 per cent. on the subscribed capital, in consideration of this. The volume of this Company's business, like most others, depends on supply and demand, and is consequently subject to fluctuation, and we think it policy to provide for this, and for this reason we have recommended a fairly large sum being carried to reserve; and I have no doubt shareholders will agree to a continuance of this policy when results permit, which must strengthen the Company's position and safeguard shareholders' interests. I am glad to be able to say that, so far, the result for the current year has been quite satisfactory. The various properties have been well maintained, and are all in good order. Finally, I have again to say that we are indebted for these good results to the excellent management of Mr. Wheeler, here, and Mr. Darby, in Sandakan, who have thereby earned our warm acknowledgments of their services. Before proposing the adoption of the report and accounts, I shall be glad to answer any questions.

Mr. PARKINS—May I ask, Mr. Chairman, about the land and house property? It seems a very small item in the assets. I was under the impression that the old company had possessed a very extensive concession both of tobacco and timber land. It seems to me such a very small item that I don't quite understand it.

Mr. WHEELER—We have only about five or six town lots in Sandakan and about 7,000 acres of tobacco land on the Klabatangan River. The tobacco land was given us simply nominal value, and two-thirds of it is always under water.

Mr. PARKINS—It seems such a small item; I thought the old Company had more extensive concessions.

Mr. WHEELER—The land is well worth the amount at which it is entered in the Company's books.

There were no further questions, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. WICKHAM—I beg to second the chairman's motion. The thanks of the shareholders are due to the consulting committee and the manager for the most excellent report that has been presented.

The motion was carried unanimously.

On the motion of Mr. WICKHAM, seconded by Mr. Parkins, the Hon. C. P. Chater, C.M.G., was re-elected to the consulting committee.

Mr. F. Henderson was re-elected auditor, on the motion of Mr. BAPTISTA, seconded by Mr. Parkins.

The CHAIRMAN—That is all there is to say, gentlemen, except that dividend warrants will be obtained on Monday. Shareholders will kindly apply at the office here for them.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

The following is the report for presentation to the 11th ordinary general meeting of shareholders, to be held at the offices of the Association, No. 26, The Bund, Shanghai, on Tuesday, the 23rd April, at 4 o'clock p.m.

The board of directors have now the pleasure to submit to the shareholders the annual report and audited statement of accounts and balance sheet to the 31st December, 1900.

Working Account, 1899 and former years.—This account shows a credit balance of \$250,286.34 against \$163,121.92 on the 30th December, 1899. The directors recommend the payment of a dividend to shareholders of 20 per cent. out of this account and the transfer of \$80,000 to the credit of reserve fund. The account will then stand as follows—

Dividend of 20 per cent. (= \$12 per share) ... \$96,000.00
To Reserve Fund ... 50,000.00
Balance to be carried forward ... 104,286.34

The dividend will be paid in taels at exchange 93, \$12 at Ex. 75=Taels 8.76 per share.

Working Account, 1900.—The net premium earned during 1900, after deducting return premium, re-insurance premium, &c., amount to \$687,119.70 against \$704,839.99 during 1899 and the account shows a balance at credit of \$305,265.23 on the 31st December last, which the directors recommend carrying forward.

In addition to the claims and losses paid during the year, which amount to \$343,488.37 (equal to 49.9 per cent. of the net premium), there are claims pending on known losses and casualties which are estimated at about \$14,040.00.

Reserve Fund.—After crediting this fund with \$50,000, as recommended above, the reserve fund will amount to \$400,000.

Exchange and Investment.—Fluctuation Account.—This account has been increased by \$15,074.53 and now amounts to \$57,744.21.

Storing Exchange has been taken at 2s. 10d. per tael (the demand rate on 31st December, 1900), and the relative value between dollars and taels at 73.

Investments.—The value on 31st December last has been taken for all the Association's investments.

Directors.—In accordance with the articles of association the present directors all retire from office, but, being eligible, offer themselves for re-election.

Auditor.—The accounts have been audited by Mr. Augustus White, who offers himself for re-election.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, 2nd April, 1901.

LATE TELEGRAMS.

THE WAR IN SOUTH AFRICA.

London, 28th March.
THE PRO-BOER PETITION AND THE COMMONS.
Mr. Balfour, in the House of Commons, said that the Government did not intend to propose to the House to hear Messrs. Merriman and Sauer in behalf of the pro-Boer petition.

SCHEPPE'S COMMANDO MEETS WITH ANOTHER REVERSE.
Major Mullins reported that Scheeppe's commando of the 28th instant at Uitenhage, Sunday River, Sixteen Boers were killed and several wounded, and there were three British killed and four wounded.

30th March.
ROVING BOERS.
There are still several parties of Boers, aggregating about 700, in the Cradock and Mariburg districts. Commandants Brand and Hertzog are between Bloemfontein and Kimberley. Various small roving bands in the Bloemfontein district have been repulsed in several skirmishes by the new boer police, who are doing good service and have received numerous recruits from surrendered burghers.

TO BE STOCK THE COUNTRY.
The Imperial authorities are establishing stock depots on Government farms in the Transvaal and Orange Colony for re-stocking the country after the war.

ANOTHER DOCTOR GETS V.C.
Lieutenant Douglas, R.A.M.C., has been gazetted for the Victoria Cross for gallantry at Magerfontein.

BOERS ON THE LINE.
A Times despatch from Balmoral states that the Boers despatched a train between Balmoral and Wilgerbos. The line was blocked for thirty hours. The guards along the line have been strengthened, owing to the recent frequency of accidents.

THE CRISIS IN CHINA.

London, 28th March.
THE ANGLO-GERMAN AGREEMENT.
Lord Lansdowne, replying to a question in the House of Lords, said that he thought the question of the interpretation of the Anglo-German Convention was not a vital one, because all the Powers had declared that their policy was to maintain the integrity of China.

JAPAN'S PREPARATIONS.
Tokyo newspapers state that, although Japanese troops at Seoul are generally relieved in May, reliefs will be sent there immediately. Three officers of the Japanese Staff are going to Corea. Unusual activity prevails in the Japanese arsenals. Troops quitting China will be relieved by a force fifty per cent. stronger.

THE Peking-SHANHAIGWAN LINE.
A regiment of Sikhs, and some Artillery with eight pom-poms, now at Shanghai, proceed south to Tientsin to assist in guarding the Shanghai-Kwan-Peking railway.

GEN. BARROW COMMANDED.
Lord Harewood, in the House of Lords, said that the tact and self-control displayed by General Barrow and the other British officers in the Tientsin dispute was deserving of the highest commendation.

GENERAL NEWS.

THE STRIKES ON THE CONTINENT.
London, 28th March.
The strike at Naples has ended. Several trades at Marseilles have resumed work. The dockers and engineers are still holding out, but the end of the strike is believed to be near.

FRENCH AND BRITISH COMBINE IN WEST AFRICA.
London, 28th March.
French forces co-operating with the British force from Gambia attacked and destroyed the town of the chief Fodaykabbu, who was sheltering the murderer of the two British Commissioners. Fodaykabbu was killed.

London, 28th March.
MR. MCLEARY BROWN.
Lord Camrose, replying to a question in the House of Commons, said that Mr. McLeary Brown had not been dismissed from his post in Corea, but the matter was engaging the close attention of the Government.

THE GRAND NATIONAL IN A SNOW STORM.

London, 29th March.
The following is the result of the Grand National Steeplechase—

Mr. R. Blasco's Grudge ... 1
Mr. O. J. Williams's Drummer ... 2
Mr. J. E. Rogers's Buffalo Bill ... 3

The Grand National was run in a blinding snow storm. Grudge started at 9 to 1; Drummer at 10 to 1; and Buffalo Bill 33 to 1. Grudge won easily by four lengths.

VARSITY SPORTS—ANOTHER OXFORD VICTORY.
London, 29th March.

In the Inter-Varsity sports Oxford won six events, and Cambridge won the 100 Yards, One Mile, High Jump and Three Miles, the time for the last race being 14 minutes 58 seconds.

M. P. UNSEATED.
London, 30th March.
Dr. Rutherford Harris, Unionist, has been unseated for Monmouth for bribery.

LIQUID FUEL.

ITS UTILITY AS A PROPELLING POWER.
The lecture room of the Institution of Engineers and Shipbuilders of Hongkong was well filled on Saturday evening when Mr. John Lambert, the Superintendent Engineer of the Commercial Dock, read a most exhaustive, and at the same time exceedingly interesting, paper on "Liquid Fuel."

Mr. R. Cooke presided, and among those present we noticed, Messrs. Kinghorn Jack, Sinclair, Murphy, Mumford, Kirkwood, Brownhill, J. Black, W. E. Danby, G. C. Anderson, Innes, Soppet, Stirling, and Mr. Smith, Chief Engineer, U.S.S. Concord.

The Chairman in a few well-chosen remarks introduced Mr. Lambert who illustrated his paper by a number of pencil drawings and diagrams. At the outset he said he wished to deal more with the mechanical uses than with the chemical composition of the fuel and its gases, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with whom he had come into contact, who had been able to give him experience on the subject; nor did he wish to extol the advantages of the use of liquid fuel, without considering the disadvantages or the difficulties encountered thereby. He, however, ventured to hope that the small amount of information collected might not be without some interest to the members of that institution, and might at all events form the basis of a profitable and interesting discussion.

It was only within the last few years that liquid fuel had come within the province of British engineers, owing to the fact that hitherto it had only been practically obtainable in the vicinity of the Caspian Sea at such a price that rendered it commercially possible.

Within the last few years, however, a considerable change had taken place. New oil fields had been discovered, and the number of places on the eastern route at which liquid fuel could be obtained had increased so enormously that engineers and shipbuilders were turning their attention to the possibilities of that kind of fuel, and in so doing had to rely not only on what practical experience he had had in that branch of engineering, but also on information collected, by study, and information gathered from engineers with

HONGKONG BUSINESS DIRECTORY

BOOKBINDING
"DAILY PRESS" OFFICE
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON
Contractor, 50, D'Almeida Street. Local
and Coast Road Building, Timber, Brick
and Concrete. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY
10, Queen's Road Central. Family and
Dispensing Chemist, Wine, Spirits and
Cordons.

THE VICTORIA DISPENSARY
Chemists and Druggists, High-class Anaes-
thesia, Vaccines, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1880.
Every Household Requisite. Depot for
European and Chinese Furniture and Accessories.
17, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS
Diamond, Merchants and Watchmakers, 40,
Waterloo Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio de
Janeiro.

PHOTOGRAPHERS

A. FONG
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST
Engraving and Colouring of Photographs and
also colouring of old photographs. Views
of China and Japan. Works
done for Amateurs. No. 8, Queen's
Road Central.

H. YEE
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Central, also Waichai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishman.

STOREKEEPERS

IF. BLACKHEAD & CO.
Navy Contractors, Ship Chandlery, Sail-
makers, Provision and Coal Merchants,
Praya Central, near Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineers, Boilers and Iron Mer-
chandise, 144, Des Voeux Road.

MORE & SEIMUND
43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission. ("Grey-
hound" Brand) and Blundell,
Spence & Co.'s Commission.

TAILORS

E. HAUGHTON & CO.
Navy, Military and Court Tailors, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR "Los Filipinos"
Importer of the Best Manila Cigars; 25,
Fettinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts; at moderate rates.

OREGON LUMBER

THE UNDERSIGNED, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES. (SIEMSEN & CO.)

Hongkong, 14th February, 1901. [50]

YEE SANG & CO.

COAL MERCHANTS
have always on hand
LARGE STOCKS OF EVERY DESCRIP-
TION OF COAL.

Address—Care of Messrs. Kwong Sang & Co.
No. 14, DES VOEUX ROAD. [583]

DAVID CORSAIR & SON'S

NAVY BOILER
RELIANCE CROWN
TARPULING
ARNHOLD, KARBURG & CO.
Sole Agents.

PORTLAND CEMENT
J. B. WHITE & BROS
Sole Agents for China.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [769]

AMERICAN MACHINERY

WE HAVE OPENED A MACHINERY
DEPARTMENT, and are prepared
to furnish, at low prices, all kinds of
GAS and OIL ENGINES, BOILERS,
PUMPS, JAPANESE DRILL PRESSES,
PLANERS, PNEUMATIC TOOLS, WOOD
WORKING MACHINERY, HOISTING
MACHINERY, SAW MILLS, MACHIN-
ISTS SMALL TOOLS, BUILDERS'
HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f.
Hongkong.
REUTER, BROCKELMANN & CO.
Hongkong, 3rd December, 1900. [125]

NOTICES OF FIRMS

NOTICE

**MR. J. WACKER and Mr. L. GLISS-
MANN** have been appointed to sign
our Firm by PROSECUTION from this date.
CARLOWITZ & CO.
Hongkong & Canton,
11th April, 1901. [397]

NOTICE

**WE have this Day Authorized Mr.
PAUL BREWITT to sign our
Firm by PROSECUTION.**
DARTLY & CO.
Hongkong, 10th April, 1901. [379]

NOTICE

**DURING the Absence of our Mr. E. W.
MITCHELL from the Colony, Mr.
EDMUND GUMPERT will take CHARGE
of this Branch of our Firm.**
CALLECK, MACBEGOR & CO.
Hongkong, 26th March, 1901. [348]

WANTED—A SEWING MACHINE
(Chain Stitch). Willcox & Gibbs
preferred.
Apply—
MACHINE.
Care of Office of this Paper.
Hongkong, 12th April, 1901. [399]

WANTED

EUROPEAN NURSEMAID.
Apply to—
"H."
Care of Daily Press Office.
Hongkong, 5th April, 1901. [357]

WANTED

DULY QUALIFIED SURGEON for a
Coasting Steamer carrying Native
Passengers.
Applications, stating terms, &c., to be
addressed to—
"SURGEON,"
Care of Daily Press Office.
Hongkong, 6th March, 1901. [557]

**REQUIRED by a First Class Mercantile
House in Hongkong, an Experienced
Man of Business to act as COMPRADORE.**
The Highest References required. No one need
apply unless he is prepared to give substantial
security in the sum of \$100,000. Apply in
writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

LARGE GODOWN WANTED for
STORAGE OF COAL.
State situation, size, rent, to—
E. L.
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

WANTED

BY A YOUNG MAN, EVENING WORK.
Revising of Accounts, Typewriting or General
Office work. Hours: 5.30 to 8 o'clock.
Apply to—
M. A. C.
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

NOTICE

TO AMATEUR PHOTOGRAPHERS.
MEE CHEUNG
BEGS to notify his many Customers that
in order to meet the demands of AMA-
TEUR PHOTOGRAPHERS he will Open a
NEW DEPARTMENT on 2nd April, 1901,
which will be devoted exclusively to their
interests. Two skilled operators in constant
attendance.

Developing and Printing in all Branches
executed with care and promptness.
Enlarging from small negatives a specialty.
Navy Cameras refitted.
All kinds of repairs to apparatus undertaken.
Prices very Moderate.

OFFICE in Corridor of HONGKONG HOTEL,
where there are 2 Dark Rooms always at the
disposal of Patrons Free of Cost.
Hongkong, 1st April, 1901. [341]

FOR SALE

**TWO SECOND-HAND
HOB NEWSPAPER
PRINTING
MACHINES.**
PRINTING A SHEET 27" BY 40
INCHES.
THESE Machines are in good condition and
are being sold, as they have been replaced with
Larger and Quicker Machines.
Apply—
MANAGER.
Hongkong Daily Press Office.
Hongkong, 1st April, 1901. [315]

NOTICE

**TO THE PUBLIC AND OFFICERS OF
SHIPS.**
When in MOJI, go to
THE AMERICAN HOUSE,
Where good European Accommodation can
be obtained at Yen 3 per day.
Address:—NISHI HON-MACHI, ITCHOME.
Moji, 17th January, 1901. [153]

**BOMBAY-BURMAH TRADING CO-
PORATION, LIMITED.**
BANGKOK AND RANGOON.

TRADE SQUARES, PLANKS, BOARDS AND SCAL-
INGLES, PLANKS, TONGUES, AND GROOVED
BOARDS, FOR FLOORING, CEILING, WALLING,
&c. TRADE SHINGLES FOR ROOFING.
PINEAPPLE RAILWAY SLEEPERS for all
GAUGES.
Rates Supplied and Orders Booked by
J. A. DINE, MATHESON & CO.
Hongkong, 3rd May, 1898. [278]

OUR PARIS LETTER

Paris, 16th March.
An agitation is being started in order to
secure time-service in the army for one year
instead of three. Some demand a period of one
year under the flag. A parliamentary commis-
sion has been sitting, which is not opposed,
to the principle of a two years' service. It will
realise what Bismarck asserted; when a body
of men agree to a principle, it is evidence that
they intend to do nothing. There is no anxiety
in France among the classes to join the army;
they are only too happy when they can escape
from it. And were it not for conscription—
compulsory service, in a word—France would
have no army at all. Just now the idea is
being played with, to foster volunteers, utilise
them as an auxiliary force for the regulars, and
thus gradually dispense with the ballot for in-
cipient heroes. But an army of volunteers,
in the English meaning of the word, is impos-
sible to have. A number of very young lads
might be collected, to array themselves in a
theatrical kind of costume for a time, but the
idea having no roots would wither away.

A distinguished retired cavalry officer states
that on one occasion he asked a conscript what
he knew of the 1870-71 period. He was silent
and dazed, and confessed he had never heard
of it. Another officer, when the conscripts
arrived, put the following questions to them:—
"What was the 1870 war? What is Alsace-
Lorraine? Who was Bismarck?" Out of fifty
men from Normandy, Brittany, &c., thirty
replied that they knew nothing at all. Ten
others vaguely believed that Alsace was a
province, and that Bismarck was a German
General or Emperor! Ten of the total, who
were Parisians, had ideas about the disasters.
Two-thirds of France forget the hard lesson of
1870, while Sedan, Metz, &c., are as if they
never existed!

A first prize Saint-Cyrion collegian is much
applauded for upholding the new faith, the up-
to-date one, that the lesson to inculcate hence-
forth in French youth, is not military spirit,
but "patriotism." He quotes the belief of the
late M. Gambetta, that France wishes for no
war. But the people are delighted that the
navy programme is so satisfactory and the
grants for it so liberal. In some months,
France will have a fleet of 47 sub-marines. The
fact of England having launched four ironclads
in one day, and preparing to have seven more
take the water very soon makes them stand
aghast. That surprise has been followed by
another, namely that England too will have five
submarines by the close of the year, while the first
will be afloat in May next. That, and her new
army of nearly 800,000 men, make foreigners
scratch their head.

If there be any person who still takes any in-
terest in the Dreyfus affair, let them read the
"History" of the scandal, published by M.
Joseph Reinach, Deputy, who relates the in-
cidents day by day with the same coldness as
if writing an account of the Shepherd Kings.

It is a history with a key; enigmas and
intrigues are made quite clear, and the actors
are in their natural places. It was the
maid of the German Ambassador's daughter,
and a Frenchman who schemed to be her lover,
that fed the conspiracy. He made the maid
collect all the contents of the waste paper
baskets, and give them to him. That same lover
was a notorious double spy, and passed portions
of his forger's work into the waste-
paper baskets. There is plenty of daylight
thrown upon French affairs in the book, es-
pecially as regards the treatment of ex-
President Carnot-Perier. The grand plotter,
General Mercier, appears in all his glory.

The Marcelline strike is seriously affecting
the trade and prosperity of the first seaport of
France. Merchant ships cannot obtain hands
to be unloaded, so have to sail to Genoa, or
London or Liverpool. The dead-lock is telling
on several of the local industries. Some of the
disturbed firms that have had to remove or
suspend business will make the temporary a
permanent change.

Affairs in China are viewed as being very bad
indeed, while not a gleam of betterment is
visible. Unscrupulous Russia appears to be the
only power that knows her own mind: she has
made her grab, and intends to hold Manchuria.
That ends the European concert; to be re-
placed by allround grabs—the "open door"
to be favoured. France will obtain the key of
her open door, to admit only herself. The
partition of the Empire is an article of belief
here. The war in South Africa must be near
its close, since Kruger's friends have called in
"Reuchfort" as their medicine-man. That sets
us all in good humour. Of course, regret is
common that England should win, and inherit
territory as large as that of France; but what
cannot be cured must be endured. France has
the Sahara Desert to exploit.

Mid-Light Holiday, or the Festival of the
Washerwomen, was a failure this year. The
institution is clearly on the wane; crowds laugh
at it, instead of with it. The procession was to
set out from the Champs Elysees at noon: but
the "Queen of Queens" forgetting that punctu-
ality is a politeness, a jewel with royalty, did
not arrive until half-past two, then the proces-
sion started on its rounds less one-third of its
tail. The whole staging was very rowdy. The
royal lady was not related to the Queens of
Beauty; she was not classical, while her lords and
ladies in waiting had no original costumes, in

fact as in the case of the late Queen of France.
The cars were extensively decorated with flowers
—in paper; the most charming bouquet was
unintentionally composed of three laundry
mistresses, each of the Mrs. Flawing propor-
tions, but displaying no "substantial smiles."
President Loubet viewed the *corbeils* from be-
hind the window of the Palace Dining Room.
He received the Queen of Queens with all
gallantry, and presented her with a gold brace-
let—the usual impost to pay. The strikers of
Marseilles sent up a special car to figure in the
procession; but it was not allowed to join it by
the police, fearing a disturbance. Later, the
strikers of Marseilles, always an evergreen quantity,
obtained permission to join the Marseilles car
to their own; this corridor solution did not suit
the taste of the spectators, so was withdrawn
in order to avoid a political row.

There was no pre-Boer manifestation—the
French have had enough of that nonsense.
But it was a bad recompense for all the gold
which Dr. Lods invested in cracking up the
two ex-republics.

The Government intends to adopt the system
of Postal Cheques; small books of cheques of
not less than 5 francs, and not more than 20
francs, would be sold at the price of their fiscal
value nearly. This would relieve the Post Office
of much labour, where the transmission of sums
amounting to two milliards of francs annually
takes place. The plan in question has been in
operation in Austria-Hungary for years. Germany
too is likely to adopt the system, while Belgium
and the United States are studying it. The
Postal authorities are gradually adopting motor-
cars, to supersede mail-carts, parcel and letter-
carriers vans. More employees are required to
insure a better delivery of letters.

M. Droulede, the exiled, and M. Buffet are
about like Wandering Jews, trying to find in
old Europe an unexploited spot where to blow
one another's brains out by means of a pistol duel.
They will yet succeed. The former wants to
make an example of the "royal liar"—his an-
tagonist, M. de Rodays, Director of *Le Figaro*,
published a veiled paragraph pointing to Comte
Boni de Castellane, married to Jay Gould's
daughter and her millions, as the real "royal
liar"—informing the Government secretly of
Droulede's *coup d'etat* to upset the Constitu-
tion on the day of ex-President Faure's funeral.

The Count's father, the Marquis de Castellane,
under pretence of visiting M. de Rodays, called
on the latter early in the morning accompanied
by his son, the Count, and a stranger. The
Count made for the Director at once, gave him
a pair of lovely black eyes, then the trio at
once ran away. Of course, honour will be
saved by a duel.

The Minister of Public Instruction has
prohibited professors of history from dealing
with events later than 1875. The previous
prohibitive edict was limited to 1848. What
may be called contemporary history, that is of
events less than 25 years old, only involves
political discussions; these will not be tolerated
for the class-room.

The female shop-assistants have gained the
right to be seated when serving customers.
The male assistants now agitate for a reduction
of working hours, and hence the shop windows
are full of little notices, begging the public
that if they wish to be well served, to come
before 7 o'clock p.m. So far so good. But a
large section of the business population can
only then go out shopping with their wives
and families; further, if shops close early, the
streets become as dark as midnight.

M. Emile Zola has a fresh grievance.
During the height of the Dreyfus con-
spiracy, his enemies had him "suspended" on the
list of the Legion of Honour. That precaution
was not applied to General Mercier. The
recent amnesty left persons connected with the
scandalous affair, just as they were at the time
of its proclamation. No one can now seek re-
dress, and Zola keeps company in the matter of
his decoration, with Mahomet's confidant.

TO LET

HOUSE at MOUNT KELLETT SPUR,
now in occupation of H. MATHESON
Browne, Esq.
Apply to—
LINSTED & DAVIS.
Hongkong, 27th March, 1901. [876]

TO LET.
**NO. 45, ELGIN STREET, a SIX-
ROOMED HOUSE.** Immediate posses-
sion.
Apply at—
No. 43, ELGIN STREET.
Hongkong, 11th April, 1901. [960]

TO LET.
TWO very spacious and well ventilated
**TWO-STORY EUROPEAN RE-
SIDENCES** with GARDENS and TENNIS
LAWNS, each containing 6 ROOMS, BATH-
ROOMS and OUTHOUSES, in MACDONNELL
ROAD, on Inland Lot No. 1,509.
Apply to—
TANG LAP TING,
No. 18, Queen Street, Hongkong.
MOK MAN CHEUNG,
Butterfield & Swire.
Hongkong, 10th March, 1901. [732]

TO LET.
HOUSE No. 3, SEYMOUR ROAD, now
occupied by E. JONES, Esq. 3 Storied
European Residence, containing 6 ROOMS
and commanding a good view of the Harbour.
Apply to—
DARTLY & CO.,
Agents.
19, Queen's Road Central.
Hongkong, 10th April, 1901. [390]

TO LET.
A VERY spacious and well-ventilated
EUROPEAN HOUSE with a GARDEN
and TENNIS LAWN. No. 37, ROBINSON
ROAD, known as "FERNSIDE," containing
6 ROOMS, BATH ROOM and OUTHOUSES.
Possession from 1st June, 1901.
Apply to—
TAM TSZ KONG,
42, Bonham Strand West.
Hongkong, 13th April, 1901. [1003]

TO LET.
TWO SPACIOUS GODOWNS, with
UPPER FLOORS for L. Goods, Nos. 1
and 2, facing the Sea, and situated at BEL-
CHER'S BAY on M. Lot 243.
Apply to—
JOSEPH & CO.,
1, Duddell Street.
Hongkong, 26th March, 1901. [885]

TO LET.
BUNGALOW on the Hill Koba, Japan
TO LET FURNISHED, for Five
or Six Months, from 1st June. Electric light.
Apply to—
"F."
Care of Office of this Paper.
Hongkong, 9th April, 1901. [976]

OFFICES TO LET.
2ND FLOORS of Nos. 62A and 64,
and GROUND FLOOR No. 63,
QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI & CO.,
2nd Floor No. 52, Gage Street.
Hongkong, 16th January, 1901. [234]

TO LET.
A HOUSE in BIPON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 18th March, 1901. [66]

TO LET.
"STILLINGFLETH," PEAR ROAD.
6 ROOMED HOUSE from 1st May.
Apply to—
ARRATON V. APCAR & CO.
Hongkong, 14th March, 1901. [741]

TO LET.
NOS. 2 & 5, RICHMOND TERRACE—
Immediate Possession.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd April, 1901. [612]

TO LET.
COMMODOUS GODOWN on First Floor
in Duddell Street.
Also,
FURNISHED, "The EYRIE," a spacious
and grandly situated bungalow at Peak.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 3rd April, 1901. [333]

TO LET.
NO. 1, STEWART TERRACE.
Apply to—
J. W. NOBLE.
Hongkong, 6th March, 1901. [1681]

TO LET.
WITH IMMEDIATE POSSESSION.
NO. 9, SEYMOUR ROAD.
Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 14th March, 1901. [740]

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.
COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.
MRS. SIDNEY JEFFREY
"VERITAS,"
BRACE ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

FOR SALE.
RURAL BUILDING LOT 103, BARKER
Road.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.
Hongkong, 31st January, 1901.

GOING INSANE.
A. L. Rimer, of Stoneridge, N. Y., says—I
was for a long time troubled with sleeplessness
with intense neuralgic pains in the head, which
made me feel as though I was going insane.
The physicians could do nothing for me. I
heard of some extraordinary cures effected by
Little's Oriental Balm, and resolved to give it a
trial. In five minutes after the first application,
I was entirely relieved from pain. I can now
enjoy a good night's rest. Sold at 2s. 6d. per
bottle. Agents for Hongkong:—THE VIC-
TORIA DISPENSARY, LD. [217-5]

DOCK NO. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "

DOCK NO. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [161]

FOR SALE.
**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**
CODE WORD: "DOCK" NAGASAKI.
A.I., A.B.C., Scotch and Engineering Codes
Used.

INSURANCES
**TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG**
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1892. [29]

PHENIX FIRE OFFICE
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [52]

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**
INCORPORATED 1851.
CAPITAL... £410,000.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG**
The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**
OF AIX-LE-CHAPPELL.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
Claims settled direct without reference to the
Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838).
The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439]

**SALAMANDER FIRE INSURANCE
COMPANY.**
The Unders

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEER	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	SOBRON	Brit. str.	—	L. M. Wibmer, R.N.R.	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON	IDOMENEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA MANILA	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
LONDON	AXAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	ANTHONY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th May.
LIVERPOOL DIRECT	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th May.
LIVERPOOL	TARTANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
GREEN VIA PORTS OF CALL	PRINCE ALBERT	Brit. str.	—	O. Cuppers.	MELCHERS & CO.	On 15th May.
MARSEILLES, LONDON & ANTWERP, V. ST. PIERRE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On 19th inst. at Daylight.
MARSEILLES, &c., via PORTS OF CALL	OCENIAN	Fren. str.	—	Schmitz	MESSAGERIES MARITIMES	On or about 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On 22nd inst. at 1 P.M.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 20th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO. LIMITED	On 24th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	LDZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 18th inst. at 4 P.M.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TARTAN	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 1st May.
SAN FRANCISCO VIA SHANGHAI, &c.	GARLICK	Jap. str.	—	—	U. & O. S. N. Co.	On 7th May, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	U. & O. S. N. Co.	On 23rd inst. at Noon.
SAN DIEGO &c., via MOUL, &c.	CITY OF PEKING	Amer. str.	—	—	PACIFIC MAIL S. S. CO.	On 24th inst. at Noon.
AUSTRALIAN PORTS	STRATHOYLE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 18th inst.
TRIESTE, &c., via PORTS OF CALL	TSINAN	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 23rd inst.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
KOBE & YOKOHAMA	TRIESTE	Aus. str.	—	Mittis	SANDER, WIELER & CO.	On 16th inst.
NAGASAKI, KOBE & YOKOHAMA	GISELA	Aus. str.	—	Mosca	SANDER, WIELER & CO.	On 20th inst. P.M.
MOJO, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst. at Daylight.
SHANGHAI & JAPAN	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
SHANGHAI	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
SHANGHAI	PAOTING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, NAGASAKI, HOGO & YOKOHAMA	BALLAARAT	Brit. str.	—	R. Horitz	MELCHERS & CO.	On or about 27th inst.
FOOCHOW VIA SWATOW & AMOY	PRINCE HEINRICH	Ger. str.	—	—	BUTTERFIELD & SWIRE	Quick despatch.
FOOCHOW, AMOY & TAIWANFOO	BUNAN	Brit. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 10th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 24th inst. at Daylight.
TAMSWI VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	—	K. Sobajima	MITSUBI BUSSAN KAISHA	On 17th inst. at Daylight.
TAKAO	TAITO MARU	Jap. str.	—	S. Hirai	MITSUBI BUSSAN KAISHA	On 21st inst.
MANILA DIRECT	DIAMANTE	Brit. str.	—	A. Ramsey	SHEWAN, TOMES & CO.	On or about 15th inst.
MANILA	TRINIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst. at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	CHERYLA	Brit. str.	—	Cox	JARDINE, MATHESON & CO.	On 23rd inst.
BOMBAY, via SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
						On 26th inst. at Noon.

SHIPPING.

ARRIVALS.
 April 12, SKULD, Norw. str., 915, A. Berbon, Bangkok 5th April, Rice.—CHINESE.
 April 12, LOYAL, German str., 1,637, Lorenzen, Newchwang 5th April, Beans.—SANDER, WIELER & CO.
 April 13, DAYBREAK, British str., 700, Best, Shanghai 9th April, General.—CHINESE.
 April 13, AGAMEMNON, British str., 4,481, Nish, Moji 9th April, Coals.—BUTTERFIELD & SWIRE.
 April 13, ULYSSES, British str., 2,281, Edmundson, Singapore 7th April, General.—ORDER.
 April 13, BENLOMOND, British steamer, 1,752, Wm. Hutton, Moji 7th April, Coal.—GIBBS, LIVINGSTON & CO.
 Apr. 13, CANTON, British str., 1,110, Lawrence, Swatow 10th April, General.—JARDINE, MATHESON & CO.
 April 13, CORWANDER, British str., 2,781, P. W. Vibert, R.N.R., Bombay 27th March and Singapore 8th April, Mails and General.—P. & O. S. N. Co.
 April 13, HUMBER, British storeship, from Canton.
 April 13, JAGUAR, German g-bt., from practice.
 April 13, AKASHI MARU, Jap. str., 974, K. Suzuki, Tamsui via Amoy and Swatow 12th April, General.—M. B. KAISHA.
 April 13, TAITO MARU, Jap. str., 2,009, S. Hirai, Moji 7th April, Coal.—M. B. KAISHA.
 April 14, DIAMANTE, British str., 1,254, A. Ramsey, Manila 11th April, General.—SHEWAN, TOMES & CO.
 April 14, HALLOWAY, British str., 783, Bathurst, Haiphong and Hoilow 13th April, General.—DOUGLAS LAPEAK & CO.
 April 14, PLANDIA, German str., 2,049, Drows, Shanghai 11th April, General.—SIEMSEN & CO.
 April 14, IDOMENEUS, British str., 4,208, Jas. Biley, Shanghai 11th April, General.—BUTTERFIELD & SWIRE.
 April 14, MARIE JESSE, German str., 1,771, P. Hemmet, Saigon 9th April, Rice.—JESSEN & CO.
 April 14, PRINCE, German str., 632, Grandt, Hoilo 11th April, Sugar.—SIEMSEN & CO.
 April 14, TANTALUS, British str., 2,281, T. Gregory, Shanghai 11th April, General.—BUTTERFIELD & SWIRE.
 April 14, THALES, British str., 820, Robson, Swatow 13th April, General.—DOUGLAS LAPEAK & CO.
 April 14, TARTAN, Austrian str., 3,023, A. Mitts, Kobe and Moji 10th April, General.—SANDER, WIELER & CO.
CLEARANCES.
 At the Harbour Master's Office.
 13th April.
 Lalpura, British str., for Amoy.
 Daijin Maru, Japanese str., for Swatow.
 Michael Jensen, German str., for Haiphong.
 Arden, Austrian str., for Moji.
 Bentley, British str., for Swatow.
 Taichow, German str., for Swatow.
 Haiching, British str., for Swatow.
 Loyal, German str., for Java.
 Clouffe, German str., for Swatow.
 Clara, German str., for Hoilow.
 Keungiang, British str., for Shanghai.
 Glenegle, British str., for Moji.
 Daybreak, British str., for Canton.
 Loongmoon, German str., for Shanghai.
DEPARTURES.
 April 12, ESMERALDA, British str., for Manila.
 April 13, CHUSAN, British str., for Europe.
 April 13, COPTIC, British str., for San Francisco.
 April 13, THYM, Norw. str., for Chiofo.
 April 13, BAMBERG, German str., for Bangkok.
 April 13, LOONGMOON, Ger. str., for Shanghai.
 April 13, DAYBREAK, British str., for Canton.
 April 13, KWOONANG, Brit. str., for Shanghai.
 April 13, GLENOGLE, British str., for Victoria.
 April 13, CHARTERHOUSE, Brit. str., for Amoy.
 April 13, OREGON, U.S. battleship, for Woonung.
 April 13, FORMOSA, H.M. trapt., for W'haiwei.
 April 14, DAJIN MARU, Jap. str., for Swatow.
 April 14, ARISTEA, Austrian str., for Moji.
 April 14, HAICHING, British str., for Swatow.
 April 14, BENLARIO, Ger. str., for Haiphong.
 April 14, M. JESSE, Ger. str., for Haiphong.
 April 14, CHOWFA, German str., for Bangkok.
 April 14, CLARA, German str., for Hoilow.
 April 14, CORWANDER, Brit. str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Iola de Luzon, U.S.S. Bennington, U.S.S. Yorktown, Hanio, Ilkow, Lung Teing, Hangchow, Clavering, Ping-ay, Compania de Filipinas, H.M.S. Ocean, Stye, Shantung, Kweiung.
 COLOMBIAN DOCK.—U.S.S. Concord, Colonia, Pella, Petriana, Tartar.

SHIPPING REPORTS.
 The British steamer Idomeneus, from Shanghai 11th April, had light breeze and fog throughout.
 The British steamer Diamante, from Manila 11th April, had fine, clear weather, light northerly breeze and smooth sea.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA DIRECT.
 THE Company's Steamship
 "DIAMANTE,"
 Captain A. Ramsey, will be despatched as above TO-DAY, 14th April, at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 13th April, 1901. [1010]

THE OSAKA SHOEN KAISHA.
FOR TAKAO.
 THE Company's Steamship
 "TAITO MARU,"
 Captain S. Hirai, will be despatched as above on or about 15th inst.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 9th April, 1901. [975]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
 (Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
 THE Company's Steamship
 "TRIESTE,"
 Captain Mitts, will be despatched as above TO-MORROW, the 16th inst.
 Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 8th April, 1901. [6]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship
 "AKASHI MARU,"
 Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 17th April, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 3rd April, 1901. [18]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 THE Steamship
 "RICHMOND CASTLE,"
 will be despatched for the above ports on or about the 20th inst., and will be followed by Steamships "PATHAN," "FERDINAND," and "LOWTHE CASTLE."
 For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 8th April, 1901. [3291]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR FOOCHOW VIA SWATOW AND AMOY.
 THE Company's Steamship
 "ANPING MARU,"
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 10th April, 1901. [17]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR FOOCHOW VIA SWATOW AND AMOY.
 THE Company's Steamship
 "ANPING MARU,"
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 10th April, 1901. [17]

THE OSAKA SHOEN KAISHA, LIMITED.
FOR FOOCHOW VIA SWATOW AND AMOY.
 THE Company's Steamship
 "ANPING MARU,"
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 10th April, 1901. [17]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

DESTINATION	SAILING DATES
MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th April, at DAYLIGHT.
NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJO and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
MOJO, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon.
KOBE and YOKOHAMA	FRIDAY, 26th April, at DAYLIGHT.
BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 13th April, 1901. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	April 26th
TACOMA	2,811	A. Dixon	May 17th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 432.
 Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, 448.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA AND TACOMA, 235.
 The best route to the KLYNDKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.
 Rates of Passage to other ports on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 2nd April, 1901. [11]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	SOBRON	Noon, 27th	See Special Advertisement.
MARSEILLES AND LONDON	L. M. Wibmer, R.N.R.	About 18th April	Freight or Passage.
SHANGHAI AND JAPAN	A. W. Symes, R.N.R.	About 24th April	Freight or Passage.
SHANGHAI	W. Hayward, R.N.R.	About 27th April	Freight or Passage.
LONDON	BALLAARAT	About 27th April	Freight or Passage.
	CANTON	About 18th May	Freight or Passage.
	C. F. Lockstone, R.N.R.	May	

PASSENGER SEASON, 1901.
 s.s. SOBRON ... 7,882 tons ... April 27th ... MARSEILLES AND LONDON DIRECT ... Without Transshipment.
 For Further Particulars, apply to
 H. A. BIRCHIE,
 Superintendent.
 Hongkong, 15th April, 1901. [1]

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT SOUTHAMPTON AND LAND PASSENGERS AND LOGGERS.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE ENTIRE PASSAGE.

STEAMERS	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	SAILING DATES
KONIG ALBERT	WEDNESDAY	17th April
PRINZESS IRENE	WEDNESDAY	18th April
PRINZ HEINRICH	WEDNESDAY	19th April
PREUSSEN	WEDNESDAY	20th April
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	21st April
SACHSEN	THURSDAY	22nd April
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	23rd April
HAYERN	THURSDAY	24th April
STUTTGART	THURSDAY	25th April
KONIG ALBERT	THURSDAY	26th April
PRINZESS IRENE	THURSDAY	27th April
PRINZ HEINRICH	THURSDAY	28th April
PREUSSEN	WEDNESDAY	29th April
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th April
SACHSEN	WEDNESDAY	1st May
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	2nd May
HAYERN	WEDNESDAY	3rd May

ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship "KONIG-ALBERT," of the Norddeutscher Lloyd, Captain O. Cuppers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, CALLING AT ... and GENOA.
 Shipping Orders will be granted till Noon on Monday, the 15th April, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 16th April, and Passes will be received at the Agency's Office until Noon on Thursday, the 18th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cube in Measurement.
 The Steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.

NORDEUTSCHER LLOYD

For further Particulars, apply to MELOHERS & CO., AGENTS.

Hongkong, 4th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. **SPEED.** **PUNCTUATION.**
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION)
 "EMPEROR OF INDIA," Comdr. G. E. Marshall, R.N.R., WEDNESDAY, 24th April, 1901.
 "EMPEROR OF JAPAN," Comdr. H. P. Marshall, R.N.R., WEDNESDAY, 16th May, 1901.
 "EMPEROR OF CHINA," Comdr. E. A. Marshall, R.N.R., WEDNESDAY, 5th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line, which pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS as compared with the former route, and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
 Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good and 9, and 12 months.
SPECIAL RATES (First class only) granted to: Miscellaneous; Members of the Naval, Military, Diplomatic, and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAN STEAMSHIPS (second to none in the World), the LUXURIOUS OF TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder's Street.
 Hongkong, 4th April, 1901. [10]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd April, 1901, at 1 P.M., the Company's Steamship "OCEANEN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 4th May, direct to Suez, Port Said and Marseilles.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st April. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 10th April, 1901. [2]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 THE Company's Steamship
 "TARTAR,"
 (4,225 Tons),
 Captain G. D. Bowles, R.N.R., will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo for VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).
 Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.
 For Freight or Passage, apply to
 D. E. BROWN,
 General Agent, Hongkong.
 Hongkong, 4th April, 1901. [682]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
 TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
 (THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.)

S.S. "STRATHOYLE," On or about 19th April.
 THE Steamship "STRATHOYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJO, KOBE and YOKOHAMA on or about 19th April.

Through Bills of Lading issued to any point in the United States.
 Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
 Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
 For further information as to Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"CALCHAS"	On 20th April.
GLASGOW AND LIVERPOOL	"DARDANUS"	On 2nd May.
HOMWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	On 18th April.
LONDON VIA MANILA	"AGAMEMNON"	On 18th April.
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LIVERPOOL, Direct	"TANTALUS"	On 15th April.
LIVERPOOL (Taking Cargo at London Rates)	"PYRREUS"	On 15th May.

The S.S. "JULIUS" arrived on Saturday morning from GLASGOW and LIVERPOOL and will sail for SHANGHAI and JAPAN to-night.

For Freight, apply to:

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"PAOTING"	On 15th April.
FOOCHOW	"HUNAN"	On 19th April.
PORT SWAMPY, THURSDAY		
ISLAND COAST TOWN		
SVILLE, BRISBANE, SYDNEY	"TSINAN"	On 23rd April.
AND MELBOURNE		
MANILA	"TSINAN"	On 23rd April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th April, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO, AND YOKOHAMA.

The Imperial German Mail Steamship.

"PRINZ HEINRICH"

OF THE NORDDEUTSCHER LLOYD.

Captain B. Heintze, due here with the outward German Mail about TUESDAY EVENING, the 16th inst., will leave for the above places about 21 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to:

MELCHERS & CO.,

Agents.

Hongkong, 13th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Company's Steamship

"CHELYDRA"

will be despatched as above on

THURSDAY, the 18th inst., at Noon.

For Freight or Passage, apply to:

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 15th April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

DORIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

CORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBELAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 29th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South America in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to:

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

Hongkong, 15th April, 1901.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, ADEN, EGYPT, MEDITTERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CEYLON, AND AMERICAN PORTS.

THE Steamship

"SOBRON"

Captain L. M. Wibmer, R.N., carrying His Majesty's Mails, will be despatched from this for Batavia and London on SATURDAY, the 27th April, at Noon, taking passengers and cargo for the above ports.

All Cargo for Batavia and London will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to:

H. A. RITCHIE, Superintendent.

Hongkong, 15th April, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBELAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM PORTLAND, ORE. AND JAPAN PORTS.

THE Steamship

"SKARPSNO"

Captain Tollefsen, having arrived from the above port, and having been hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by T. M. STEVENS & CO., Agents.

4, Duddell Street.

Hongkong, 13th April, 1901.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE" FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the "Chelydra."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 10th April, 1901.

STEAMSHIP "YARHA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo in connection with their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimated to the contrary by the Consignees before 11 A.M. TO-DAY, the 11th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 18th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th inst., or they will not be recognized.

All damaged packages will be examined on THURSDAY, the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPAUX, Agent.

Hongkong, 11th April, 1901.

HONGKONG.

America Maru, Jap. str., 6,210, Going, April 12, Toyo Kisen Kaisha.

Apena, German str., 611, Lorenzen, April 1, Chinese.

Aristea, Austrian str., 2,208, Scopinich, April 12, Mitsui Bussan Kaisha.

Athenian, British str., 2,444, Mowatt, April 8, C. P. R. Co.

Bamberg, German str., 2,600, Jacobs, April 10, Carlowitz & Co.

Benlarig, British str., 1,452, Kroble, April 10, Gibb, Livingston & Co.

Charterhouse, British str., 1,400, Dawson, April 11, Chinese.

Chelydra, British steamer, 1,567, Cox, April 9, Jardine, Matheson & Co.

Chowfa, German str., 1,555, Williamson, Mar. 30, Butterfield & Swire.

Chusan, British str., 2,852, Daniel, April 11, P. & O. S. N. Co.

Clara, German steamer, 675, Hansen, April 11, Jeeben & Co.

Clavering, British str., 2,255, Barker, Mar. 30, Dodwell & Co., Limited.

Compania de Filipinas, Amr. str., 707, Orts, April 3, Brando & Co.

Coptic, British str., 2,744, Rinder, April 4, O. & O. S. S. Co.

Daijima Maru, Jap. str., 899, Ogata, April 10, M. B. Kaishu.

Daphne, German str., 1,290, Nissen, April 9, Siemens & Co.

Emeralda, British str., 968, Blackland, April 7, Shewan, Tomes & Co.

Eva, German steamer, 2,032, Peterson, April 7, Arnold, Karberg & Co.

Formosa, British str., 674, Hodgins, April 4, Douglas Lapraik & Co.

Haiching, British str., 1,267, Hall, April 11, Douglas Lapraik & Co.

Hangchow, British str., 939, Pearce, Mar. 21, Butterfield & Swire.

Hanoi, French steamer, 768, Pannier, Mar. 20, A. R. Marty.

Hinsung, British steamer, 1,536, Lake, April 5, Jardine, Matheson & Co.

Idzumi Maru, Jap. str., 2,994, Carnow, April 9, Nippon Yusen Kaisha.

Ilios, American steamer, 83, Pon, Mar. 20, A. R. Marty.

Independent, German str., 871, Holtz, April 11, Chinese.

Kweiyang, Brit. str., 1,062, Outerbridge, April 4, Butterfield & Swire.

Lalporra, British str., 3,269, Fay, April 12, Arnold, Karberg & Co.

Loosch, German str., 1,020, Jackson, April 10, Michael Jensen, Ger. str., 710, Jensen, April 10, Jeeben & Co.

Palyang, German str., 897, Weise, April 10, East Asiatic Trading Co., Limited.

Perla, British steamer, 1,284, Almond, Mar. 24, Shewan, Tomes & Co.

Petra, German str., 1,252, Uecker, Mar. 24, Melchers & Co.

Petra, British str., 900, Snape, Mar. 25, Arnold, Karberg & Co.

Piagney, British str., 4,149, Pernell, April 7, Jardine, Matheson & Co.

Shantung, British steamer, 1,835, Quail, April 2, Butterfield & Swire.

Skarpus, Norw. str., 1,130, Tallefsen, April 11, T. M. Stevens.

Strathgyle, British str., 3,284, Gordon, April 5, Butterfield & Swire.

Sullberg, German str., 782, Jensen, April 12, Siemens & Co.

Taichow, German str., 862, Reller, April 5, Butterfield & Swire.

Taigo Maru, Jap. str., 763, Kakimi, April 12, Order.

Taishan, Amr. str., 1,216, Patterson, April 8, Chinese.

Tartar, British steamer, 2,768, Bowles, April 4, C. P. R. Co.

Thrym, Norwegian str., 710, Dahl, April 7, Sander, Wieler & Co.

Wongkoi, German str., 1,115, Muller, April 11, Melchers & Co.

CARBOLNEUM-AYENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.

LUTGENS, EINSTAMANN & CO.,

Hongkong, 31st August, 1897.

AMERICAN SYSTEM OF DENTISTRY

AT

No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. FARLANE, Manager.

Hongkong, 17th February, 1899.

FOR SALE.

MAP OF THE SIKIANG OR WEST RIVER.

From HONGKONG TO WICHOWFU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

INTIMATIONS.

NOT RESPONSIBLE FOR DEBTS.

WITH This Day Mr. E. JOCKERS

Charged to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDDEUTSCHER LLOYD,

Superintendent's Office,

3, Queen's Building,

Hongkong, 16th March, 1901.

QUAN WAK & CO.

DEALERS IN

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899.

FOR SALE.

A COTTAGE PIANO, in Splendid Condition.

Enquire at—

No. 36, MORRISON HILL ROAD, Wanchai.

Hongkong, 12th April, 1901.

FOR SALE.

A FULL-SIZED ENGLISH BILLIARD TABLE with Accessories.

Apply to—

CANTON CLUB, Canton.

Canton, 10th April, 1901.

A ON & CO.

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gump & Co.

Hongkong, 20th March, 1901.

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE-GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

Sole Agents.

Hongkong, 17th May, 1895.

WOMAN'S WORLD.

DOMESTIC AND SOCIAL.

